

# BookletChart<sup>TM</sup>

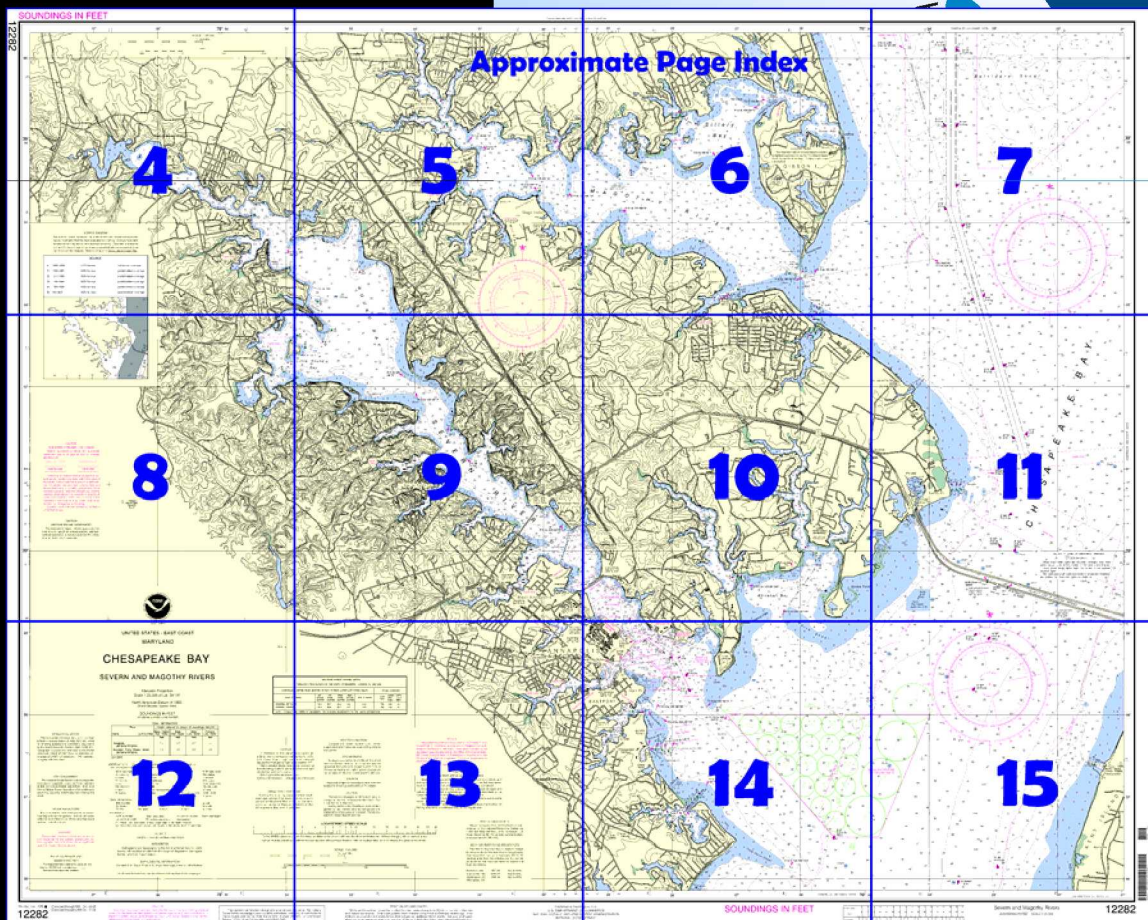
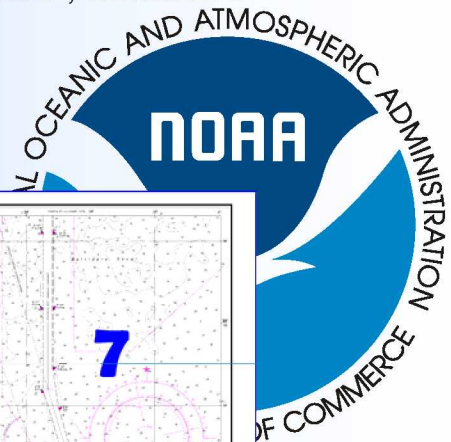
## Chesapeake Bay - Severn and Magothy Rivers

(NOAA Chart 12282)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

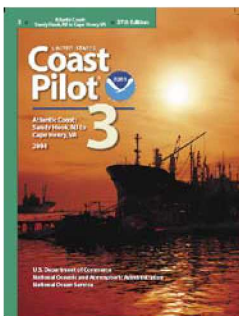
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot, Chapter 13 excerpts]**

(95) **Severn River.**

(96) The river has main channel depths of 17 feet from the entrance to Annapolis; 15 feet for 8 miles; 11 to 7 feet for 2 miles to within 1 mile of the head. The channel is well marked as far as Annapolis, above which it is marked at the critical points.

(97) The current velocity seldom exceeds 0.5 knot.

(119) **Weems Creek** has depths of 13 feet for 0.8 mile, thence 11 to 7 feet to near the head.

A shoal extends 300 yards eastward from the north side of the entrance, and is marked by a buoy. The bridge 0.5 mile above the entrance has a clearance of 5 feet. A special purpose buoy at the mouth of Weems Creek marks a **speed** controlled area.

(121) **Round Bay** has depths of 17 to 23 feet. **Little Round Bay** has depths of 17 to 19 feet, and is marked by daybeacons. Depths of 4 feet

can be carried to a boatyard in **Browns Cove**. Gasoline and supplies can be obtained.

(122) **Forked Creek** has depths of 16 to 10 feet for most of its length. The marine service pier has depths of 8 feet; gasoline, diesel fuel, and supplies are available.

(123) There is a small-boat basin on the east side of Severn River, 11 miles above the mouth. The depth to the basin is 3 feet.

(124) **Whitehall Bay** has depths of 13 to 6 feet. The entrance is between **Whitehall Flats** and **North Shoal**, both with depths of 3 to 4 feet; a light marks the western limit of North Shoal. A lighthouse at **Sharps Point** shows a light that, when ranged up with Whitehall Creek Entrance Light 2, provides a well-marked approach to the channel between North Shoal and Whitehall Flats.

(125) **Mill Creek** is entered through a dredged entrance channel marked by a light and daybeacons; the depth was 7 feet. The depths above the dredged channel are 7 to 14 feet for 1.5 miles to near the head of the creek. Gasoline is available at a pier 0.7 mile above the entrance. Gasoline and water are available west of the railway.

(126) **Whitehall Creek** has depths of 9 to 13 feet for 1.5 miles, then shoals gradually to 1-foot at the head. The entrance channel is marked by daybeacons.

(127) **Meredith Creek** has depths of 2 feet in a narrow entrance, thence 10 to 7 feet for 0.7 mile, then shoals gradually to 1 foot at the head.

(132) Red lights mark the ends of the bridge piers, except those adjacent to Chesapeake Channel. Lighted buoys mark Chesapeake Channel on either side of the bridge.

(134) **Sandy Point State Park**; the controlling depth was 5½ feet in the entrance channel and basin at **Mezick Ponds**. The channel and basin are marked by lights and daybeacons. **Slow no-wake signs** are posted. Gasoline and supplies are available; overnight mooring is prohibited except in emergency.

(137) **Magothy River** has depths of 10 feet or more for 6 miles, thence 4 feet to within 0.2 mile of a highway bridge. There are excellent anchorages in the tributaries. The critical points along the lower half of the channel are marked.

(138) **Minimum wake areas** and a 6-knot **speed limit** are enforced in many parts of the river, coves and creeks. These areas are marked by regulatory markers.

(139) The current velocity is 0.6 knot on the flood and 0.3 knot on the ebb in the entrance to Magothy River.

(141) **Sillery Bay** has general depths of 8 to 13 feet. The bay is the approach to Magothy Narrows and the harbor on the north side of Gibson Island.

(142) The marked channel through **Magothy Narrows** has depths of 10 feet, and there are depths of 9 to 10 feet in Inner Harbor. The Gibson Island Yacht Club has facilities in Inner Harbor.

(143) A marine service pier on the entrance to **Redhouse Cove** has depths of 7 feet.

(144) **Cornfield Creek** has depths of 7 feet nearly to its head. Gasoline, diesel fuel, water, berths, and some marine supplies are available above the mouth.

(145) **Grays Creek** has depths of 3 feet over the entrance bar through a marked channel which leads to deeper water inside. A boatyard inside the north prong has gasoline, water, and marine supplies.

(146) **Broad Creek**; marked by daybeacons off the entrance; has depths of 9 feet or more to a marina in the upper end.

(147) **Blackhole Creek** has depths of 7 feet in a marked entrance channel, and 5 or more feet almost to the head. A **special anchorage** is in the cove on the west side.

(148) **Mill Creek** and **Dividing Creek** have a common entrance on the south side of Magothy River. Depths of 8 to 12 feet can be carried in both creeks for 0.3 mile. A facility inside Mill Creek has gasoline, water, berths, and marine supplies.

(150) Gasoline, water, and marine supplies are available on the southwest side of Magothy River, 5 miles above the mouth.

# Table of Selected Chart Notes

Corrected through NM Oct. 22/05  
Corrected through LNM Oct. 11/05

## HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection  
Scale 1:25,000 at Lat. 39° 01'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MFAN LOWFR LOW WATER

MAGOTHY RIVER  
The channel north of Gibson Island is marked by lighted buoys maintained by The Gibson Island Yacht Squadron from May 1 to Nov 1 which are not charted.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Baltimore, MD	KEC-83	162.40 MHz
Sudlersville, MD	WXK-97	162.50 MHz
Washington, DC	KHB-36	162.55 MHz

(Manassas, VA)

## SMALL CRAFT WARNINGS

During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

## CAUTION

### BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

## ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Annapolis Power Squadron, District 5, United States Power Squadrons for continually providing essential information for revising this chart.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details, see U.S. Coast Guard Light List.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.400" northward and 1.140" eastward to agree with this chart.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## PLANE COORDINATE GRID (based on NAD 1927)

The Maryland State Grid is indicated on this chart at 10,000 foot intervals thus:  $\begin{smallmatrix} + & - \\ - & + \end{smallmatrix}$   
The last three digits are omitted.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:  
 $\odot$  (Accurate location)  $\circ$  (Approximate location)

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Baltimore, Maryland.  
Refer to charted regulation section numbers.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## CAUTION

### FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits of fish trap areas have been established in some areas, and those limits are shown thus:  $\text{---} \text{---} \text{---}$

Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Annapolis (38°59'N/76°29'W)	1.4	1.2	0.2	----
Mountain Point, Gibson Island (39°04'N/76°26'W)	1.2	1.0	0.2	-4.5

(Jan 2005)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
FI flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
btk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	GrS grass	M mud	S sand	sy sticky

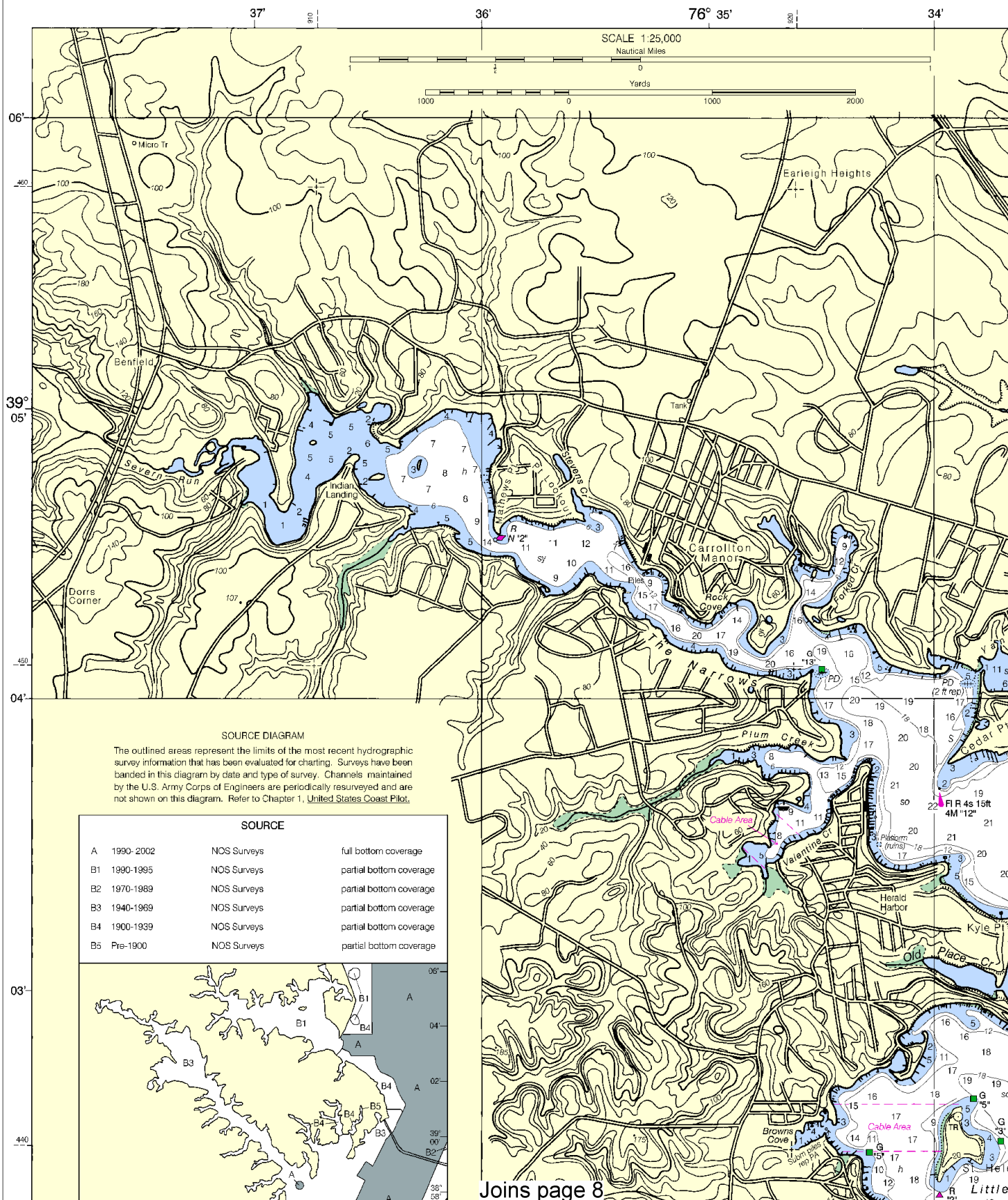
Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
2L Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			



# SOUNDINGS IN FEET

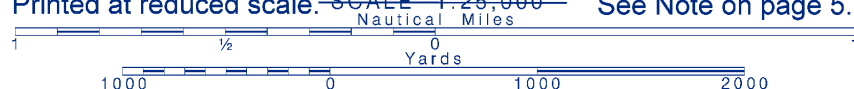
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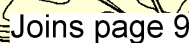
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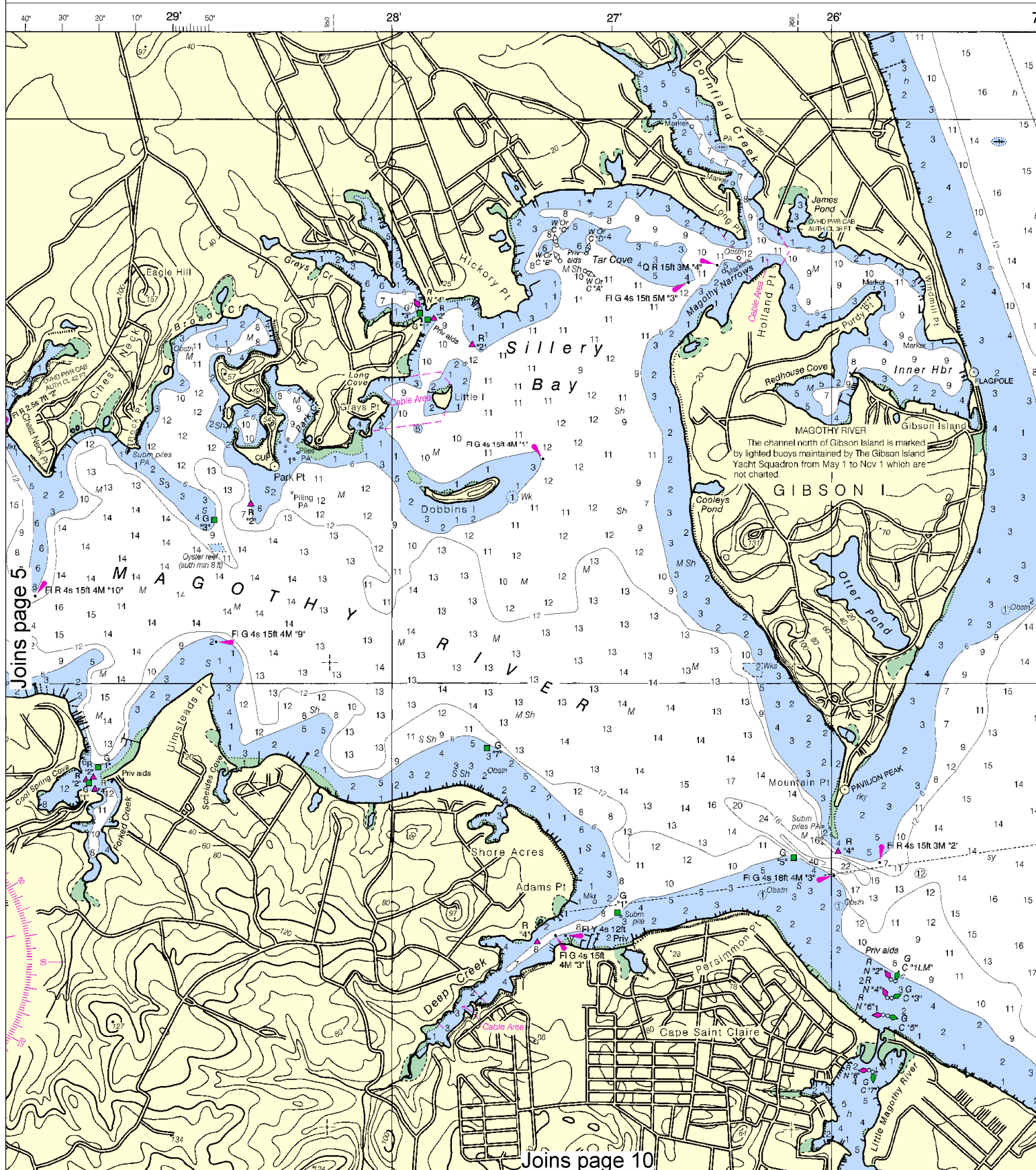
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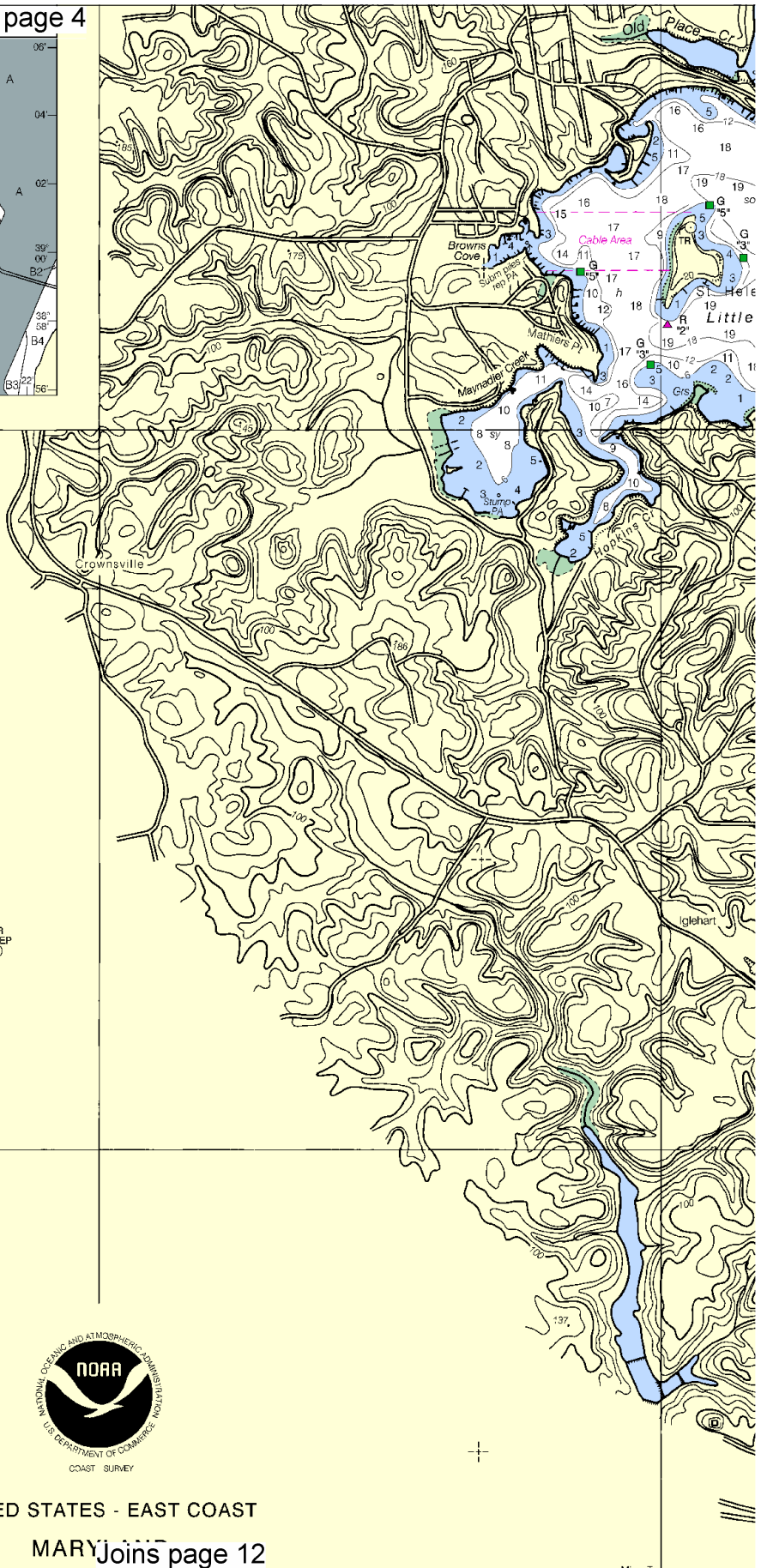
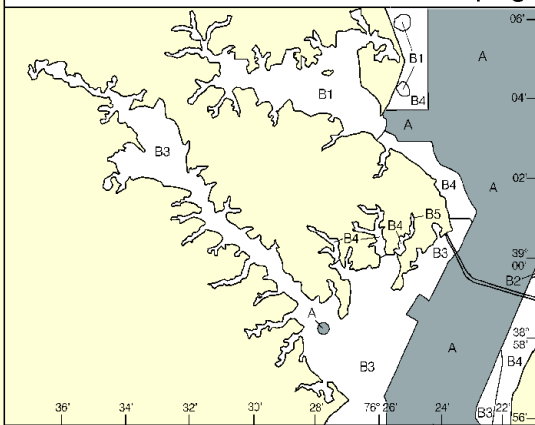


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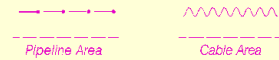








**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

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**BASCULE BRIDGE CLEARANCES**  
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TOWER  
 832 FT REP  
 (WAPB)  
 FL LT



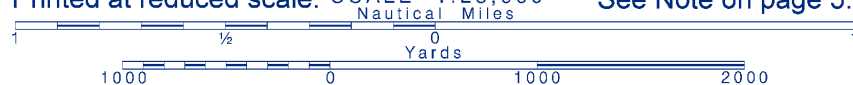
UNITED STATES - EAST COAST

**Joins page 12**

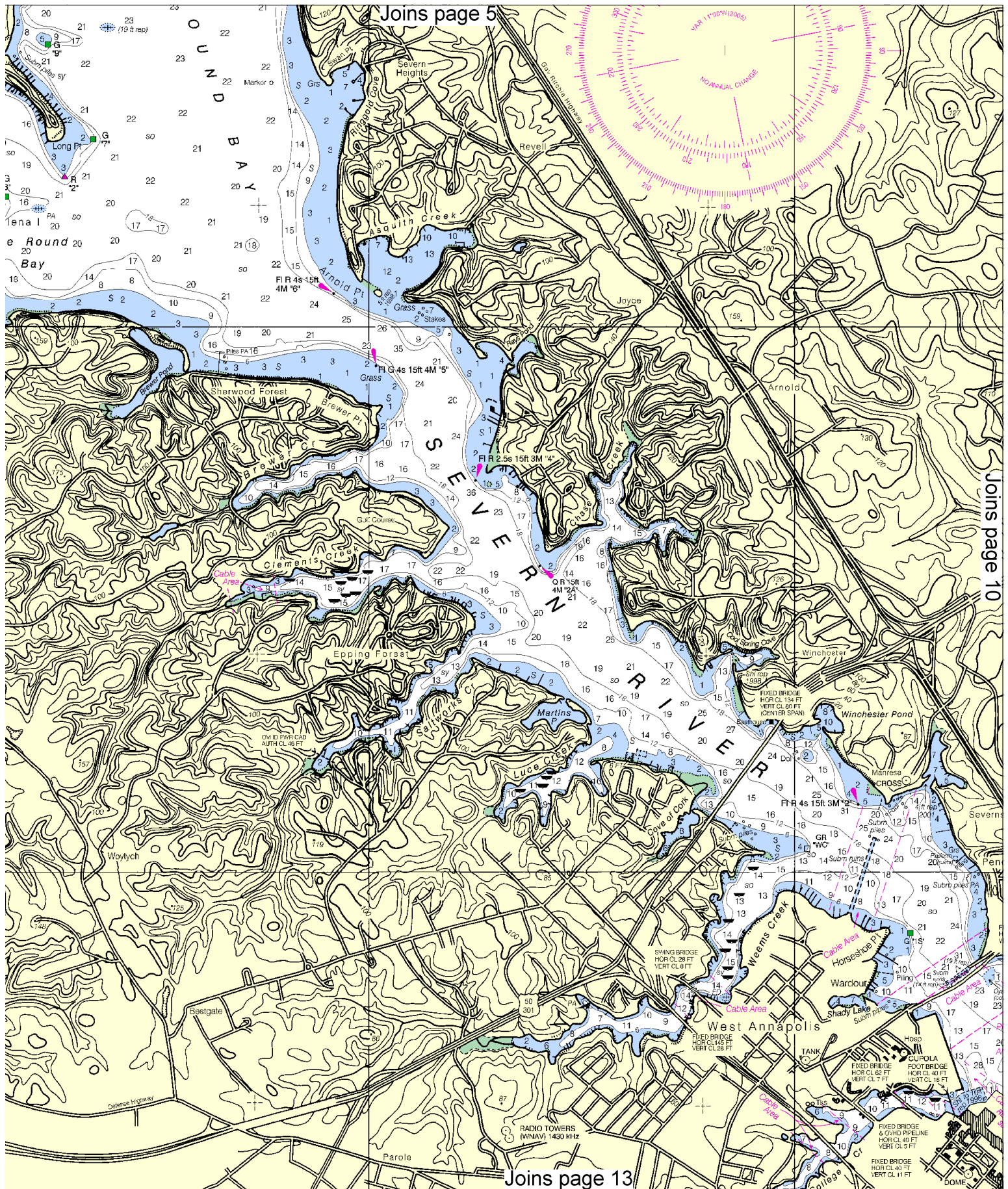
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Printed at reduced scale. SCALE 1:25,000 See Note on page 5.







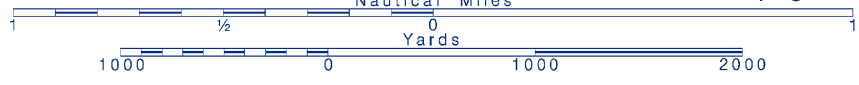




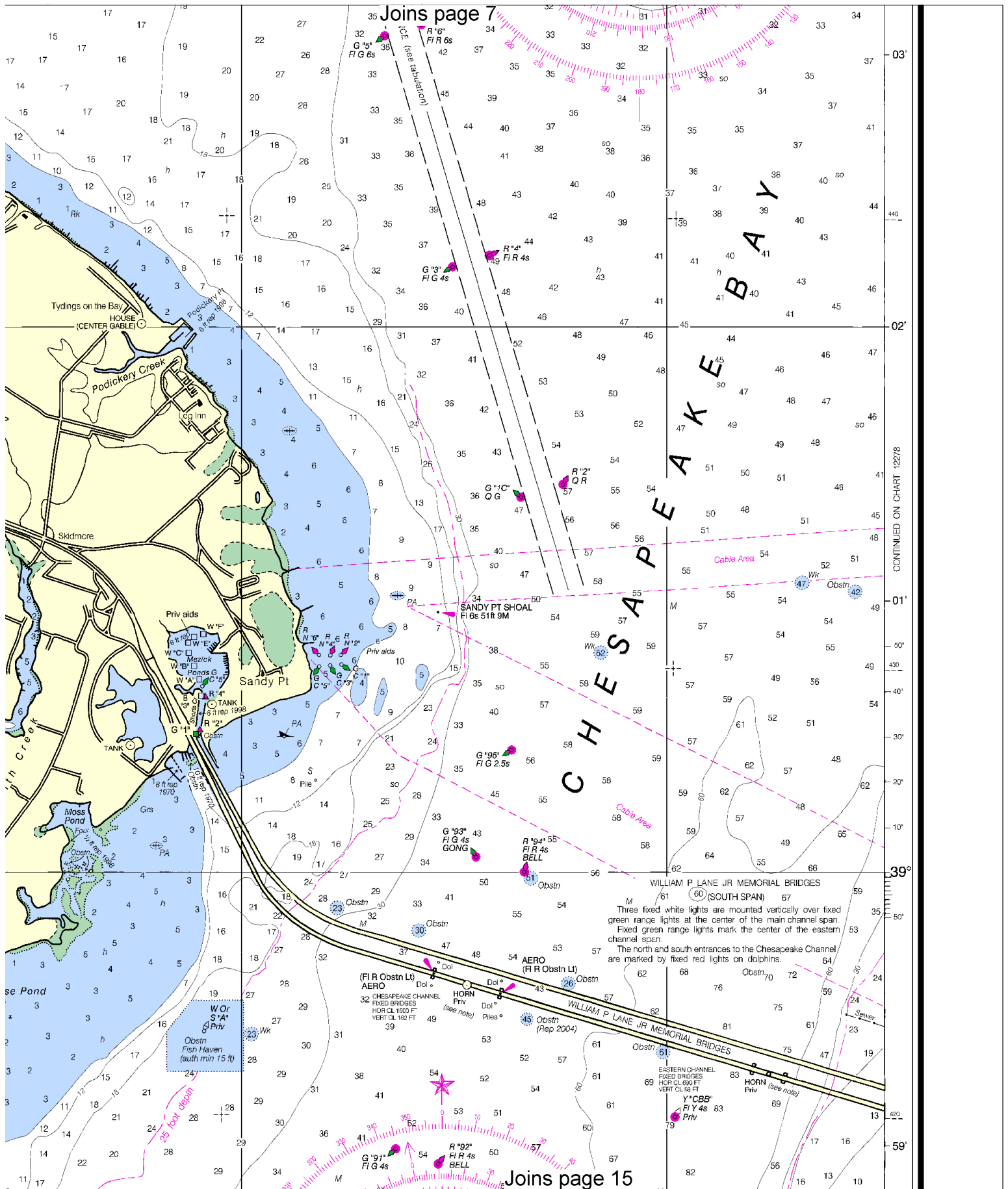
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Printed at reduced scale. SCALE 1:25,000 — See Note on page 5.









UNITED STATES - EAST COAST  
MARYLAND

# CHESAPEAKE BAY

## SEVERN AND MAGOTHY RIVERS

Mercator Projection  
Scale 1:25,000 at Lat. 39° 01'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

### HORIZONTAL DATUM

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### WARNING

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### PLANE COORDINATE GRID (based on NAD 1927)

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TIDAL INFORMATION				
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(Jan 2005)

### ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

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Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

### Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

### Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
JL Wrack, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

### HEIGHTS

Heights in feet above Mean High Water.

### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

### SUPPLEMENTAL INFORMATION

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TABULATED
CONTROLLING DEPTHS FOR
NAME OF CHANNEL
CRAIGHILL ENTRANCE CRAIGHILL CHANNEL
NOTE - CONSULT THE CORPS OF ENGINEERS

### CAUTION

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○ (Accurate location) ○ (Approximate location)

### SMALL CRAFT WARNINGS

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1 2 3  
To find SPEED, place one point of divic right point on 60 and left point will then in

1000

35th Ed., Oct. / 05 ■ Corrected through NM Oct. 22/05  
Corrected through LNM Oct. 11/05

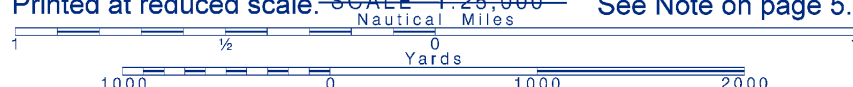
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### CAUTION

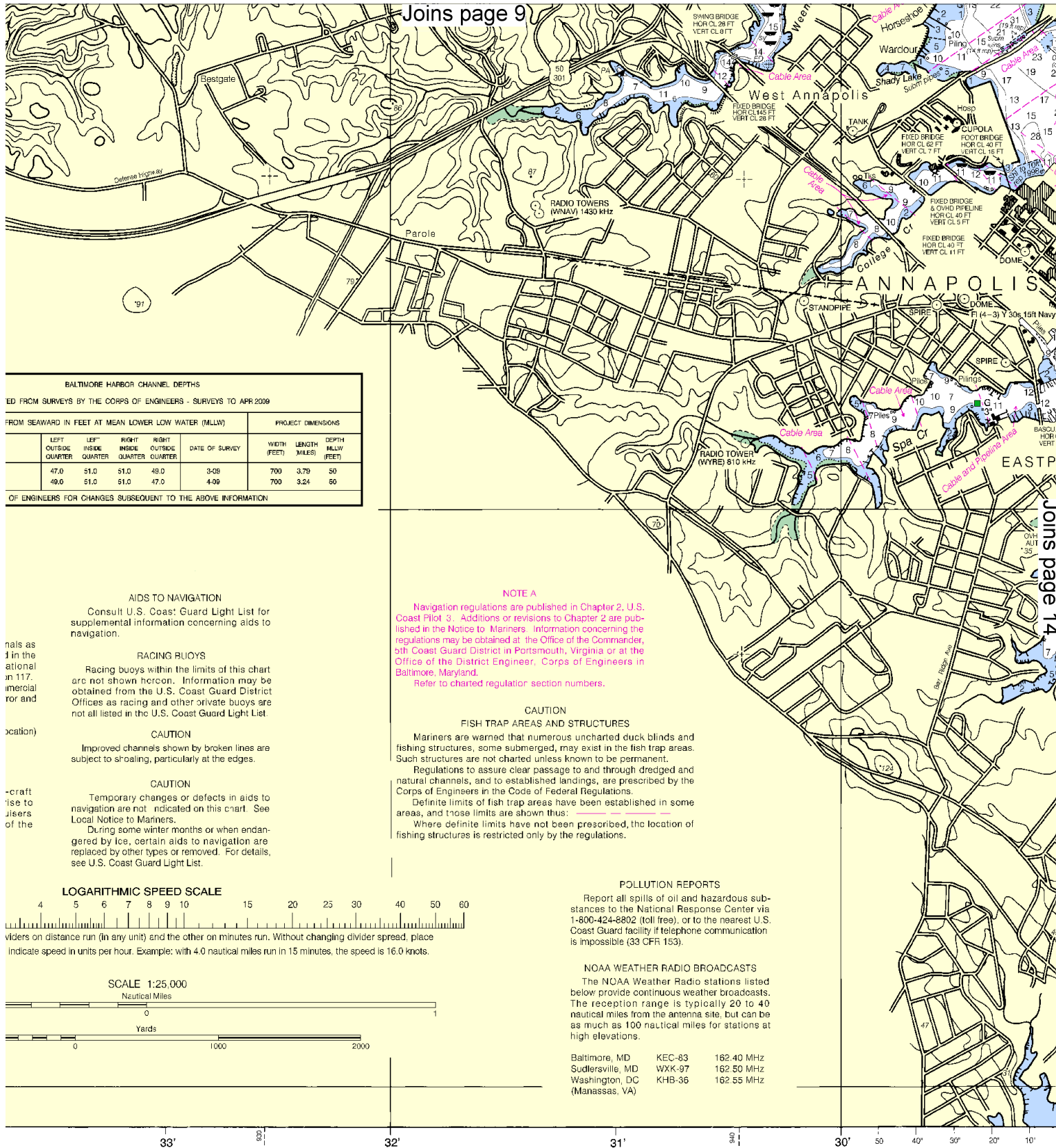
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Printed at reduced scale. SCALE 1:25,000 — See Note on page 5.

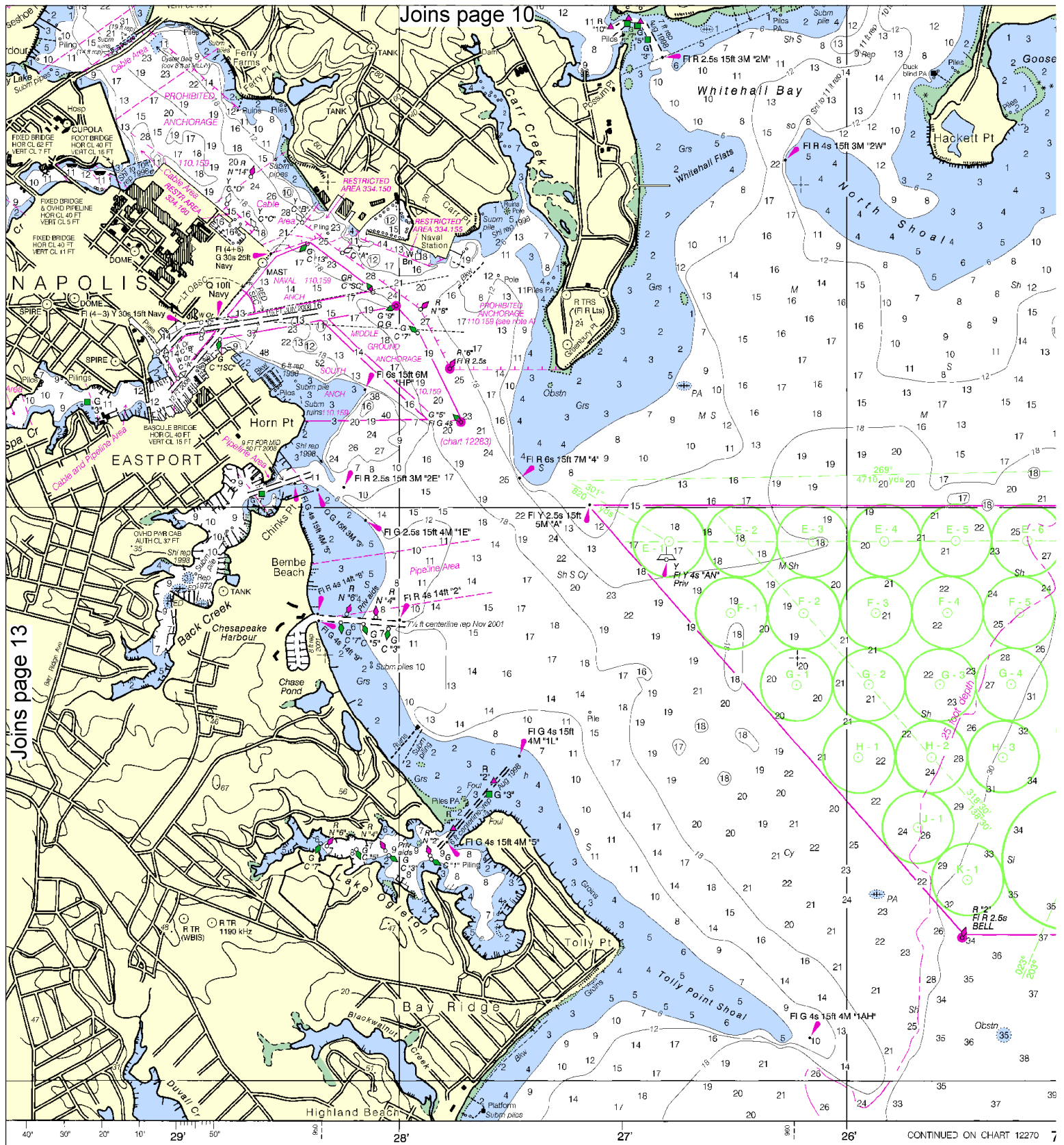






## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHAR™, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).



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Printed at reduced scale. SCALE 1:25,000 See Note on page 5.



FATHOMS	
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## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Intership safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: “MAYDAY, MAYDAY, MAYDAY.”
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue** – 800-418-7314/410-576-2525

**Coast Guard Annapolis** – 410-267-8108

**Coast Guard Little Creek** – 757-464-9371/9372

**Maryland Natural Resources Police** – 410-260-8888

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself. Respond to distress signals, but do not endanger yourself.

## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes, producing over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Electronic Navigational Charts® (ENCs)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (RNCs)** – RNCs are georeferenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts™** – BookletCharts™ are reduced scale NOAA charts printed in page-sized pieces. The “home edition” can be downloaded from NOAA for free and printed. The “professional edition”, containing additional boating, safety, and educational edition is available for NOAA chart agents or over the Internet.

**Official PocketCharts™** – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13” by 19”, they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot®** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from official NOAA chart agents or downloaded for free at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated each week by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print on Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Chart No. 1, Nautical Chart Symbols** – This reference publication depicts basic chart elements and explains nautical chart symbols and abbreviations. Download it for free at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Coast Survey Navigation Managers** – These ambassadors to the maritime community maintain a regional presence for NOAA and help identify the challenges facing marine transportation and boating. They are listed at <http://nauticalcharts.noaa.gov/nsd/rep.htm>.

Internet sites: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).



# NOAA, the Nation's Chartmaker